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2.4 APPROVED STATEMENTS

Use the statements and procedures provided in this section to address the most common situations that occur during weighing operations. The mandatory use of these statements does not, however, preclude adding factual information pertaining to the certificate into the remarks section.

The Weighing and Equipment Branch is the final approving authority for procedures, certification, and statements for situations not covered within Section 2.4. Contact the Weighing and Equipment Branch to assure accurate and uniform application of the decisions.

NOTE: Where statements use "an estimated (____) pounds" and the grain has been officially weighed, the word "estimated" may be deleted (e.g., a spill containerized and weighed on a vehicle scale).

a. **General Situations.**

- (1) **Weighing Grain Without Official Supervision - Export.** When export grain is weighed out of an export elevator at an export port location without official supervision, use the following procedure:

Immediately report all incidents to your field office manager. Submit a written report through the field office manager to the Director of the Compliance Division, with copies forwarded to the Chief of the Weighing and Equipment Branch.

Only certify grain that was officially weighed. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures.

Upon request of the applicant, enter the approved statement in the remarks section of the certificate.

Approved Statement.

"The net weight does not include the weight of grain claimed to have been loaded in the absence of official personnel."

(2) **Weighing Grain Without Official Supervision - Inbound (Class X).**

Partial Supervision. When intercompany barge grain is delivered into an export elevator at an export port location without the total supervision of official personnel and only part of the grain from the barge is officially weighed, use the following procedure:

Immediately report all incidents to your field office manager by telephone. Submit a written report through the field office manager to the Director of the Compliance Division, with copies forwarded to the Chief of the Weighing and Equipment Branch.

If authorized, certify only that grain which was officially weighed. Enter the approved statement in the remarks section of the certificate. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures. Do not put origin weights on the certificate.

Approved Statement.

"The net weight does not include the weight of grain unloaded in the absence of official personnel."

No Supervision. When intercompany barge grain is delivered into an elevator without the total supervision of official personnel and none of the grain from the barge was officially weighed, use the following procedure:

Immediately report all incidents to the field office manager by telephone. Submit a written report through the field office manager to the Director of the Compliance Division, with copies forwarded to the Chief of the Weighing and Equipment Branch.

Do not issue a certificate for the barge from which none of the grain was officially weighed. Enter appropriate remarks in the supporting logs, or in a memo to the files.

Approved Statement.

No approved statement.

- (3) **Corrected Certificates.** When one or more errors are found after issuance, use the following procedures:

Issue a corrected certificate. Record the identical information and statements that were shown on the incorrect certificate and the following additional information: (1) the correct statement or information instead of the incorrect or omitted information; (2) the term "Corrected Original" on the corrected certificate, and "Corrected Copy" on the copies; and (3) the new serial number and enter the applicable statement(s) in the remarks section of the corrected certificate. Mark the original (or one copy, if the original is not returned) of the incorrect certificate VOID in a clear and conspicuous manner; enter the corrected certificate number and issue date. File the corrected copy and destroy all other copies. To prevent the fraudulent and unauthorized use of the superseded certificate, use other precautions as necessary.

If the incorrect certificate and all copies are in the custody of the issuing agency, enter only statement (1) in the remarks section.

If the incorrect certificate and all copies are not in the custody of the issuing agency, enter statements (1) and (2) in the remarks section.

Approved Statements.

- (a) "This certificate is corrected as to _____ and supersedes certificate No. US _____."
- (b) "The superseded certificate identified herein has not been surrendered."

Limitations. Do not issue corrected certificates:

- (1) when a certificate has been superseded by another certificate;
(2) when more than 1 year after the date of issuance of the incorrect certificate; or (3) in any manner other than as prescribed in the regulations.

- (4) **Duplicate-Original Certificates.** When an official certificate has been lost or destroyed and has not been superseded, and the applicant for the service requests a duplicate-original certificate, use the following procedure:

Issue a duplicate-original certificate only after receiving a written request. Show the same information and statements that were shown on the lost or destroyed certificate and place the following information on the duplicate-original certificate: (1) on the original of the duplicate certificate show the term "Duplicate Original;" (2) on the copies of the duplicate certificate the term "Duplicate Copy;" (3) cross out the number on the duplicate-original certificate and replace below it the number of the lost or destroyed certificate; and (4) show the approved statement on the original and all copies.

Approved Statement.

"This duplicate certificate is issued in lieu of a (lost) (destroyed) certificate."

- (5) **Official Grain Weight Certificate (Divided).** When an applicant requests, in writing, a divided-lot certificate on an export shipment of grain within 5 business days after the latest date on the certificate, use the following procedure:

Issue an official grain weight certificate (FGIS-960) for the undivided lot of grain. The certificate to be divided must: (1) be in the custody of the agency or FGIS; (2) have identical statements in the remarks sections; and (3) have the same serial number as shown on the superseded certificate, except when hyphenated and chronologically numbered (e.g., 1764-1, 1764-2, 1764-3, etc.).

Approved Statements. Show on the superseded official grain weight certificate (FGIS-960):

"Void-Surrendered for divided-lot certificates (Number) thru (Number), inclusively."

Limitations. Never show on a divided-lot certificate, individually or in the aggregate, a quantity of grain different from the quantity shown on the superseded certificate. There will be no combining or further dividing of the divided-lot certificates, except as provided in special cases by the Administrator.

NOTE: Upon the request of the applicant, different load numbers may be shown on the divided-lot certificates.

- (6) **Official Commodity Weight Certificate (Divided).** Issue divided-lot certificates for bulk commodities after the applicant has applied in writing, and has applied within 5 business days from the original certificate's issuance (FGIS-993, see page 2-17 for an example). Use the following procedure:

Issue an official commodity weight certificate (FGIS-993) for the undivided lot of commodity. The certificate to be divided must: (1) be in the custody of the agency or FGIS; (2) not have been superseded; (3) contain the required statements; and (4) show the identification of the divided-lot certificates.

Show on all official commodity weight certificates (Divided) (FGIS-993): (1) identical information that was shown on the official commodity weight certificate (FGIS-993), except show the net divided weights as the applicant requested; (2) identical statements in the remarks sections; and (3) the same serial number as shown on the superseded certificate, except that each divided-lot certificate has added a serially numbered suffix (e.g., 1764-1, 1764-2, 1764-3, etc.).

Approved Statement. Show on the superseded official commodity weight certificate (FGIS-993, see page 2-19 for an example):

"Void-Surrendered for divided-lot certificates (Number) thru (Number), inclusively."

Limitations. Never show on divided-lot certificates, individually or in the aggregate, a quantity of grain different from the quantity of grain shown on the superseded certificate. There will be no combining or further dividing of the divided-lot certificates, except as provided in special cases by the Administrator.

NOTE: Upon the request of the applicant, different load numbers may be shown on the divided-lot certificates.

Metric Conversion Data. When an applicant requests that the certified net weight be expressed in kilograms or metric tons, use the following procedure:³

In the approved statement, limit metric data expressions to kilograms or metric tons. When converting to metric tons, round to the nearest thousandths (.001).

To express pounds in kilograms:

Net Weight in pounds x 0.45359237 = kg

To express kilograms in Metric Tons:

kilograms ÷ 1000 = Metric Tons

To express pounds in Metric Tons:

Net Weight In Pounds ÷ 2204.623 = Metric Tons

Approved Statement.

"The net weight is approximately equivalent to _____ (kilograms) or (metric tons). The scale equipment used for official weighing was not calibrated in metric units."

- (7) **Grain Additives Certification.** When additives are applied before weighing for inbound receipts and after weighing for outbound shipments, show on the weight certificate:

- (a) The actual weight of the grain after the application of the additive for inbound grain; or
- (b) The weight of the grain before the application of the additive for outbound grain; and
- (c) The approved statement in the remarks section of the official grain weight certificate.

Approved Statement (Required). "Applicant states (type of additive) applied to grain (before or after) weighing to (purpose of the application)."

³ When certifying the weight of U.S. grain weighed **in Canada** within the "Approved Statement" the measuring units' reverse (the word pounds is replaced with metric units). However, because the scales are calibrated in metric units, the net weight can be certified in metric units with no qualifying remarks, use the "Approved Statement" only if the applicant wants the net weight certified in pounds.

When additives are applied after weighing for inbound receipts or before weighing for outbound shipments, no weight adjustment or special additive statement is required.

- (8) **Not Standardized Grain Certification.** Certify officially weighed grain dust and grain screenings on the FGIS-960, Official Grain Weight Certificate. Use the following procedures to certify these products:

Mark the blank block on the certificate, under the kind of grain section, then write-in/type "other." Place the approved statement in the remarks section.

Approved Statement (Required).

"Not standardized grain, (name of product)."

- (9) **Grain Handling Practices Documentation - Export.** While performing other weighing and inspection duties around export elevators, official personnel should observe the handling of grain and dust to determine compliance with the prohibited practices requirements listed in the regulations.

After making a tour of the elevator, document the time, observer's name, and date on the FGIS-968, Weight Loading Log or on the FGIS-921, Inspection Log in the remarks section.

Report noncompliance activity not affecting grain going to the ship, on Form FGIS-9601, Repair/Modification Notice, or on a locally generated report rather than on the inspection or weighing log. Send a copy of every noncompliance report to your respective field office manager.

Approved Statement (as applicable).

"Grain handling practices observed (time, observer, date)."

- (10) **Continuous Loading/Unloading Statement.** If grain is officially weighed in a reasonably continuous operation, on request, the applicant may have placed on the certificate a statement showing the grain was weighed continuously.

If grain in combined or carrier lots are weighed in one location which does not include inactive intervals in excess of 88 consecutive hours. Place the following statement in the remarks section of the certificate, on request from the applicant.

Approved Statement.

"(Loaded/Unloaded) under continuous official weighing."

b. **Scale Related Situations.**

- (1) **Scale and Equipment Malfunctions - Export.** When the scale system malfunctions during the weighing process and the weighing results of particular drafts are questionable, use the following procedure:

Issue one clear certificate for the amount that can be verified by scale tape documentation. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures.

Approved Statement. Upon the request of the applicant and the approval of the Weighing and Equipment Branch, use the following statement on export certificates:

"During the weighing operation a malfunction occurred such that grain in excess of the net weight certified herein may have been delivered to the carrier."

- (2) **Scale and Equipment Malfunctions - Domestic.** When the scale system malfunctions during the weighing process and the weighing results of a specific draft(s) is questionable, use the following procedure:

Issue one certificate for all drafts verified as accurate. Place the approved statement in the remarks section of the certificate. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures. Never use origin weights on the certificate.

Approved Statements.

Inbound - "The net weight does not include the weight of grain that could not be verified during a malfunction in the weighing system."

Outbound - "During the weighing operation a malfunction occurred allowing grain in excess of the certified net weight to be delivered to the carrier."

- (3) **Auto-printing Equipment Malfunctions.** When automatic printing equipment malfunctions during automatic mode operations, use the following procedures:

General Procedures. When a printing failure occurs (e.g., tape jammed in printer) during automatic mode operations, stop official weighing immediately and do not use the scale(s) related to that printer until repaired. In high-speed operations, it is possible that several drafts could pass through the scale system before the failure is detected.

Report such equipment malfunctions by telephone to the scale specialist responsible for the scale at that facility. For all equipment malfunctions, note the circumstances on the weight loading log (FGIS-968), the scale tapes and the scale record log (FGIS-963). Never alter or deface the original printed numbers on the scale tape.

Special Procedure - 1 to 3 Drafts. When automatic printing equipment fails to print, misprints, or the printed weights cannot be read for 1 to 3 consecutive drafts, issue an unqualified certificate using the following procedures, after consulting the field office manager and/or scale specialist. Use these procedures only when the weigher can verify the grain flow was running during the malfunction.

- (a) Use the accumulated weight if it can be determined that the weight of the draft(s) in question was entered into the accumulator. If the missing or misprinted draft weight(s) was verified by official personnel on the weight display indicator, official personnel may hand write weight display values viewed, and initial the entries. Certify the entry(s) as part of the accumulated weight.

- (b) If it is determined that the missing or misprinted draft(s) were entered into the accumulator and were not verified by official personnel, determine the amount accumulated but not printed, and enter the average draft(s) sizes to attain the correct amount.
- (c) When drafts are not entered in the accumulator, and official personnel did not visually verify the weight display value(s) as the grain passed thorough the scale, estimate the size of the drafts in question by averaging a minimum of six normal drafts taken either immediately before or after the questionable drafts.

Special Procedure - More than 3 Drafts. When the automatic printing equipment fails to print more than 3 drafts in succession, or the number of drafts not printed is not known, immediately stop the weighing operation. Notify your field office manager and scales specialist, they should decide how certification will be handled.

- (4) **Exceeding the Scale Capacity.** When a scale is loaded beyond its certified capacity, and it is not practical or feasible to reweigh the grain, use the following procedure:

Issue one certificate with the approved statement for domestic certification purposes. Only certify the weight up to the certified capacity when supported by scale tape documentation or visual verification by official personnel. If multiple drafts exceed the certified capacity, only certify the weight of each draft up to the certified capacity.

For Domestic Shipments. Place the approved statement on the certificate and note the circumstances on the scale tapes and related logs.

For Export Shipments. Place the approved statement on the proper logs and note the circumstances on the scale tapes. Upon request of the applicant, the approved statement may be placed on the certificate.

Approved Statement.

"The net weight does not include the weight of grain delivered to the scale in excess of the certified capacity from (no. of drafts) drafts of grain."

c. **Carrier Related Situations.**

- (1) **Started and Finished Times.** When the applicant requests "Started" and/or "Finished" times on the certificate, use the following procedure:
 - (a) **Inbound.** The started time is when the movement of grain from the carrier to the scale(s) began. The finished time is when the last amount of grain is removed from the carrier.
 - (b) **Outbound.** The started time is when grain is first delivered to the carrier. The finished time is when all grain has been properly stowed.
- (2) **Combined Lot Certification.** When an applicant requests that grain loaded into or discharged from two or more carriers be certified as one lot, before the weighing operation, use the following procedure:

Record the identification of each carrier unloaded for the combined lot. Show on the certificate: (1) the identification of the "combined lot" and the number and kind of carriers unloaded (e.g., Unit Train 30-12, 88 railcars unloaded); and (2) at the request of the applicant, the identification of each carrier in the combined lot may be placed in the remarks section. If there is not enough room to list all carriers in the remark section, make an attachment on letterhead stationery. Attach copies of the letterhead stationery or supplements to each copy of the official certificate. Mark the "see attached" box on the certificate, when either is used.

NOTE: Where individual carrier weights are officially weighed, record the individual carrier identifications corresponding to the official weight on the scale tape.

Delegated States use FGIS letterhead stationery when issuing letterhead statements or information for export grain or export carriers.

- (3) **Combined Lot - Recertification.** When a request for a combined lot weighing service is filed after the grain in the single lots have been weighed and certified, regardless of uniformity or nonuniformity of quality, use the following procedure:

Place on the combined lot weighing certificate: (1) the latest date of weighing on the components in the combined lot; (2) the name of elevator or warehouse where the weighing service was provided; (3) the total of the combined net weights; and (4) the identification of the "combined lot" or, at the request of the applicant, the identification of each carrier in the combined lot.

Show the identification of any superseded certificates in the remarks section on the certificate. At the applicant's request, the individual lot weights may be shown in the remarks section of the certificate.

Approved Statement.

"This combined lot certificate supersedes certificates No.'s _____ dated _____".

If, at the time of issuing the combined lot certificate, the superseded certificates are not in the custody of the agency or field office, show the following approved statement in the space provided for remarks beneath the statement identifying the superseded certificates:

"The superseded certificates identified herein have not been surrendered."

Limitations.

- (a) The grain in each single lot has been weighed in one location.
- (b) The official personnel who performed the weighing service for the single lots and the official personnel who are to recertify the grain as a combined lot believe that the weight of the grain in the lots has not since changed (e.g., verifying the seal records on the containers) and, in the case of sacked grain, that the weight samples used as a basis for weighing the single lots were representative at the time of weighing.
- (c) The combined lot certificate equals the total weight of the component lots.

- (d) The original weight certificates issued for the single lots have been or will be surrendered to the appropriate agency or field office.
- (e) The request is filed within 2 business days after the latest weighing date of the single lots.

- (4) **Certificating Grain Discharged from a Vessel.** When grain has been discharged from a vessel, use the following procedure:

Reweigh all discharged grain. Deduct the reweighed amount on the weight loading log. At the request of the applicant, certify the reweighed amount as a LOCAL movement and place the approved statement in the remarks section of the certificate. When another carrier is used to transport the grain back to the house, preserve the identity of the grain and place the carrier identification in the identification section of the certificate.

Approved Statement.

"The net weight represents grain discharged from (name of carrier)."

NOTE: If grain is placed on the deck of the ship, treat the amount of grain as a spill (e.g., estimate the amount of grain on the deck of the ship and subtract it from the net weight of the carrier on the weight loading log). See also section 2.4 (g), Improper Loading of Carriers.

- (5) **Certifying Grain Returned from Shipping Bins.** On request of the applicant, certify grain weighed for a vessel but not loaded (e.g., material portions, cutoffs, etc., returned from shipping bins). Certify the amount as a LOCAL movement. Reweigh the grain if the shipping bin was not verified empty before filling, or if a partial return is made. Deduct and explain the return or reweigh amount on the weight loading log.
- (6) **Certifying an Exact Contract Weight.** When grain is loaded aboard a carrier beyond the exact contract weight and the applicant requests the exact contract weight to be certified, the applicant may either:
- (1) discharge the excess amount from the carrier to the exact weight;
 - (2) request divided certificates; one for the exact contract weight, and one for the remaining weight of grain above the exact contract weight; or (3)

the exact amount be certified for the contracted amount on Form FGIS-960. A second certificate is then issued for the amount loaded aboard over the exact or maximum weight. The contracted amount certificate is issued without qualifying remarks. Place the following statement on the certificate for the amount that exceeds the contract. Place the option selected by the applicant in the remarks section on Form FGIS-968, Weight Loading Log.

Approved Statement.

“The net weight reflects the amount of grain which exceeds the (exact/maximum) contract amount, and was loaded aboard with that lot without separation in Hold No. (#). The weight of that lot was () pounds and was certified on US (certificate number), dated (date).”

- (7) **Numbering of Sublots With Multiple Weighlots and One Inspection Lot.** When applicants ask for multiple export weighlots with only one inspection lot (e.g., a separate weight certificate for each hold or separation). As the vessel loads, number the sublots on the weight loading log so that they correspond with the subplot number on the inspection log. The sublots numbers on the weighlots will not always be in consecutive order. This practice simplifies comparison between the inspection lot and weighlot.

d. **Unloading of Carriers.**

- (1) **Commingled Carriers.** When grain is commingled from two or more inbound carriers before they are officially weighed as separate lots, use one of the following procedures:
- (a) **One Certificate for Both Carriers.** Issue one certificate for the combined weight of the carriers. Place the total net weight of grain from the commingled carriers in the net weight blocks, record "See Remarks" in the identification of grain (carrier identification) section, and place the approved statement in the remarks section of the certificate.

Approved Statement.

"Grain from (carrier identification) and (carrier identification) was commingled, resulting in the total net weight stated herein."

- (b) **One Certificate for Each Carrier.** At the request of the applicant, issue a certificate for each of the commingled carriers with the net weight blocks crossed out and place the following qualifying statement with the total net weight and identification of the commingled carriers in the remarks section of each of the certificates.

Approved Statement.

"Grain from the carrier identified above was commingled with grain from [carrier identification(s)] on certificate(s) US _____. The total net weight of the commingled grain from the (# of commingled carriers) carriers was _____ pounds."

- (2) **Commingled Inbound Carrier - House Grain.** When an inbound shipment is mixed with grain from another source other than another carrier, use the following procedure:

Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures. Cross out the net weight blocks and place the weight in the remarks section, along with the approved qualifying statement.

Approved Statement.

"During the weighing operation a slide in the grain flow system was opened (or other specific remarks to fit the circumstances), allowing grain from other sources to commingle with this shipment. The weight of the grain delivered to the scale was _____ pounds."

- (3) **Grain Lost in Handling System.** When an undetermined amount of grain is lost in the grain handling system from an inbound carrier as it is unloaded, use the following procedure:

Note the circumstances on the scale tape and place the approved statement in the remarks area of the certificate.

Approved Statement.

"The net weight does not include the weight of grain that was lost in the grain handling system."

- (4) **Part-Lots.** When a lot of inbound grain is partially unloaded and grain is either left in the carrier or was removed before unloading, use one of the following procedures:

One Lot. The grain may be certified as one lot on an unqualified certificate, provided that the identity of the lot is preserved and is unloaded in a reasonably continuous operation (inactive intervals not to exceed 88 consecutive hours, as provided in the regulations).

If a carrier arrives with a compartment (or hold) empty or loaded substantially less than normal and has not been previously certified as a part-lot, issue a certificate for that carrier as an original lot and note any empty compartments in the remarks section. (Note "Light loads" on the scale tapes.)

Separate Lots. Consider grain removed and the grain remaining in the carrier as separate lots if the conditions shown above for one lot cannot be met. To certify the lot separately use the following procedures.

- (a) Show the identification of the carrier and the hold, compartment, or area unloaded. Show the weight of the grain unloaded in the Net Weight blocks and place statement 1 in the remarks section.
- (b) If the grain that is left in the carrier (or removed prior to unloading) is determined to be out of condition (heating, musty, or sour) by qualified official personnel, show statements 1 and 3 in the remarks section of the certificate.
- (c) If it is known that a carrier was previously unloaded and certified as a part-lot, cross-reference the second part-lot certificate to the previously issued part-lot certificate. In this case, show statements 1 and 2 in the remarks section.

- (d) If part-lot certificates are issued for one inbound carrier and the carrier is completely unloaded, place statements 2 and 4 in the remarks section of the last part-lot certificate.

Approved Statements.

- 1 "Part-lot: The net weight stated herein reflects a partial unload."
- 2 "See certificate US _____ dated _____ for information concerning previously removed grain."
- 3 "The net weight does not include an estimated ____ pounds of out-of-condition grain which was (left in the carrier or removed prior to unloading)."
- 4 "Part-lot: The net weight stated herein is the final partial unload for this carrier."

NOTE: In the case of unit trains, the applicant may request either a part-lot certificate or an individual lot certificate for each group of railcars in the unit train that is unloaded and weighed.

- (5) **Barge Checked Empty.** Total supervision of carrier cleanout is required on inbound barge movements. After an inbound barge has completed unloading and has been confirmed empty by official personnel, place the approved statement in the remarks section of the certificate.

Approved Statement.

"The barge was checked and found to be empty by (initials) at (time and date)."

- (6) **Barges not Inspected for Cleanout.** If barges are removed before official personnel verify cleanout, use the following procedure:

Note the circumstances on the scale tapes for not examining the barge, and place the approved statement in the remarks area of the certificate.

Approved Statement.

"The above carrier was not available for cleanout examination by official personnel."

- (7) **Carriers Not Accessible for Cleanout Examinations.** When it is not possible to examine carriers for cleanout because the access ways or openings were blocked (e.g., frozen or broken carrier lids), use the following procedure:

Note the circumstances on the scale tapes for not examining the carrier and place the approved statement in the remarks area of the certificate.

Approved Statement.

"The above carrier was not examined for cleanout because unable to open (lids, access ways, etc.)."

- (8) **Checking Carrier Cleanout During Hazardous Conditions.** When you are unable to check a carrier's cleanout because unsafe conditions exist, use the following procedure:

Do not check a carrier for cleanout when there are unsafe conditions. Note the circumstances on the scale tape and place the approved statement in the remarks section of the certificate.

Approved Statement.

"The above carrier was not inspected for cleanout due to hazardous conditions."

- (9) **Grain Left in Carrier.** When sound grain is left in an inbound carrier and elevator personnel could have removed the grain with a reasonable effort using accepted work practices, use the following procedures.

- (a) **When an Estimate is Possible.** In the net weight blocks of the certificate, place only the weight of the grain delivered to the scale for which a printed tape is obtained. Estimate the weight of the remaining grain and place the approved statement in the remarks section of the certificate.

Approved Statement.

"The net weight does not include an estimated ____ pounds of sound grain left in the carrier."

- (b) **When an Estimate is Not Possible.** On carriers where an accurate estimate cannot be made (e.g., V-bottomed barges, because of safety reasons), use the approved statement when it is determined there is grain left in the carrier.

Approved Statement.

"The net weight does not include an undetermined quantity of grain, quality unknown, left in the carrier."

- (10) **Grain Unloaded Before Weighing (Vehicle, Railroad Track Scales).** When a railcar or truck is unloaded before obtaining a gross weight, use the following procedure:

Place the officially weighed amount from the carrier in the net weight section and the approved statement in the remarks section of the certificate.

Approved Statement.

"The net weight does not include the weight of grain that was unloaded before obtaining a gross weight."

- (11) **Grain Not Uniform in Quality.** If a portion of the grain in an inbound carrier is found to be not uniform in quality and the grain is unloaded in separate portions during one unloading process, use the following procedure:

Weigh the grain in each portion as a separate lot but certificate the separate lots on one weight certificate. Show the weight of each quality portion and its location in the carrier or container. The net weight is the combined total of the separate lot net weights. Place the following approved statement in the remarks section of the certificate. Upon the request of the applicant and where the grain has been officially inspected,

place the grade information of each lot in the remarks section of the certificate.

Approved Statement.

"The net weight was weighed in (no. of lots) separate lots as follows:
(record the location and net weight of each separate lot)."

- (12) **Spills.** When grain is spilled during the unloading operation and is not delivered to the scale, use the following procedure:

In the net weight blocks of the certificate, place only the weight of the grain actually delivered to the scale for which a printed tape is obtained. Estimate the weight of the spill and place the approved statement in the remarks section of the certificate.

Approved Statement.

"The net weight does not include an estimated _____ pounds of grain that was spilled and not recovered during the unloading."

- (13) **Bulkhead Lots.** On request, grain from a carrier offered for official inspection as a bulkhead lot(s) may be weighed similarly if the grain is separated by bulkheads or partitions (e.g., in railcar, truck, and barge compartments). Combined lots other than export cannot be certified separately (e.g., grain weighed from the same compartment).

Describe the location from where the grain was removed in the identification block of the official grain weight certificate and place the approved statement in the remarks.

Approved Statement.

"Bulkhead lot."

e. **Excess Grain Sample.**

When grain in excess of the amount needed for an official sample⁴ is removed from the flow of grain after the grain has been weighed, use one of the following procedures, at the option of the applicant.

Do not change the net weight figure or place a statement on the certificate. Place appropriate remarks on the weight loading log. At the applicant's option, adjust the weight of the excess grain sample in one of the following ways:

- (1) The excess grain from the sample may be returned to the flow of grain.
- (2) A like amount of grain may be weighed and delivered to the carrier.
- (3) The net weight may be reduced by the amount of excess grain that was not delivered to the carrier.

f. **Stowage.**

Stowage information must be shown on all certificates for grain loaded into ships or similar carriers. Use the following procedures, as appropriate:

Stowage information must specify the location where the lot of grain being certified was stowed. The wording of the stowage statement shown on all weight certificates and divided-original weight certificates pertaining to the same lot shall be identical.

⁴ For the purposes of this subsection, an excess sample cannot exceed the amount required for an official sample and an official file sample, as provided in the FGIS Grain Inspection Handbook, plus a like amount for elevator quality control.

- (1) **The Stowage Statement.** Include in the identity of a stowage, in the following order: (1) the type of stowage area (Hold, Tank, Wing Tank, etc.); (2) the word "number(s)" abbreviated as "No(s)."; (3) the stowage area's identifying number (1, 2, 3, etc., as described in ship's master plan); (4) when applicable, the terms Port, Starboard, or Port and Starboard; and, when applicable, (5) information related to common stowage. See examples.

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:		(DATE OF SERVICE)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Sea Maru		LOCATION OF GRAIN Big Time Elevator	
REMARKS Wing Tank No. 1 Port.		<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	

Example 1, Describing Like Stowage Areas. Group stowage areas together when the lot loads in stowage areas of the same type. List each stowage area's identifying number, separated by commas after the type of stowage area and the abbreviation "No(s)." Avoid using the term "and."

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:		(DATE OF SERVICE)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Toyota Maru		LOCATION OF GRAIN Cargill Terminal 16 Elevator	
REMARKS Hold Nos. 1, 2, 3, 4, 5, 6.		<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:		(DATE OF SERVICE)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V President Jefferson		LOCATION OF GRAIN Mr. Bert, Darrow, Louisiana	
REMARKS Lower Hold and Tween Deck Nos. 1, 2, 3, 4.		<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	

Example 2, Describing Unlike Stowage Areas. When a lot is loaded into different types of stowage areas, or the same type but with different common stowages or separations, group those areas which are identical in all respects. Identify and separate each group by semicolons when shown on the certificate.

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:		(DATE OF SERVICE)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Raha Patel		LOCATION OF GRAIN Peavey Kalama Elevator	
REMARKS Hold Nos. 1, 2, 3; Wing Tank Nos. 1, 2, Port and Starboard; Hold Nos. 4 above burlap separation.		<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	

NOTE: Do not use baseless phrases such as "loaded in bulk" or "bulk all over." However, if the terms of the contract require that the stowage be shown in a manner other than stated in this section, this may be done if the information is accurate.

- (2) **Common Stowage Requirements.** When all or a portion of the lot being certified is loaded aboard with a previously loaded lot of grain or commodity (common stowage), show its location in relation to the other lots in the stowage statement. This requirement applies only to the second lot's stowage, unless it has been loaded, in whole or in part, before the first lot's certificate is issued.

Example 1, Separated Lots - Description Requirements. If a separation is laid between the lots, show in the stowage statement the kind of material used and its location in relation to the other lot(s).

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:		(DATE OF SERVICE)
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V European Trader	LOCATION OF GRAIN Public Grain Elevator	
REMARKS Hold No. 6 between burlap separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V African Trader	LOCATION OF GRAIN Farmer's Cooperative Elevator	
REMARKS Hold Nos. 1, 2, 3, under plywood separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V North American Trader	LOCATION OF GRAIN Jackson County Terminal Elevator	
REMARKS Hold Nos. 1, 2, 3; Hold No. 4 on top of polypropylene separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time)	

Example 2, Unseparated Lots - Description Requirements. On the certificate, when a lot loads aboard with another grain or commodity without separation, show the kind and the location of the adjacent grain or commodity.

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Asian Trader	LOCATION OF GRAIN RIG-AMERICA, Paulina, Louisiana
REMARKS Hold Nos. 1, 2, 3; Hold Nos. 4, 5 loaded aboard with other corn without separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time):

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Australian Trader	LOCATION OF GRAIN San Diego Bulk Terminal
REMARKS Hold Nos. 1, 2, 3; Hold Nos. 4, 5 loaded aboard with other U.S. No. 3 Yellow corn without separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time):

- (3) **Nonuniform Lots.** When official inspection personnel find grain loaded aboard a ship not uniform in quality, certify the net weight on the certificate as 1 lot. Upon request of the applicant, personnel may show the official grade of the grain loaded aboard the ship and, where known, the exact amount of the grain found not uniform in quality.

Example 1 shows the official grade in the remarks section where the quantity of the grain found not uniform in quality is not known.

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Jalabad Wind	LOCATION OF GRAIN Cargill Irving Elevator, Portland, Oregon
REMARKS Hold Nos. 1, 2, 3, 4 loaded aboard with 69,440,000 pounds of U.S. No. 2 Western white wheat, dockage 0.5% with Hold Nos. 1, 3 loaded aboard with 2,800,000 pounds of U.S. No. 2 Soft white wheat, dockage 0.6% without separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time):

Example 2 shows the official grade in the remarks where the quantity of the grain found not uniform in quality is known.

I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:	
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): M/V Morning Sun	LOCATION OF GRAIN Harvest States Cooperative Elevator, Superior, Wisconsin
REMARKS Hold Nos. 1, 2, 3, 4 loaded aboard with U.S. No. 2 Yellow corn with Hold Nos. 1, 3 loaded aboard with U.S. No. 3 Yellow corn without separation.	<input type="checkbox"/> IN 1 <input type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input checked="" type="checkbox"/> EXPORT 4 <input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input type="checkbox"/> Other (specify in remarks) <input checked="" type="checkbox"/> VESSEL <input checked="" type="checkbox"/> KIND OF GRAIN 24 HOUR TIME (military time):

- (4) **Stowage Statement for Outbound Land Carriers.** Approval of stowage space is required for any weighing services performed on outbound land carriers.

Examine outbound land carriers following the instructions in Program Directive 9180.48. Place the approved statement in the remarks area of the official grain/commodity weight certificate when the applicant requests the information be shown.

Approved Statement.

"Stowage area examined."

(5) **Stowage Examination Waivers.**

Section 800.75 (f)(2) of the regulations under the USGSA and FGIS instructions require stowage examinations of carriers when export and domestic grain shipments are officially sampled and inspected, or weighed, at the time of loading. Due to trade requests and safety considerations, FGIS established stowage examination waivers for domestic shipments when:

- (a) Applicants for the weighing service (all interested persons) must submit written statements attesting that a stowage exam is not needed and why.
- (b) The Official certificates must show the approved statement in the remarks area of the official grain/commodity weight certificate when the applicants submit the information needed for the waiver:

Approved Statement.

"Stowage area not examined."

g. **Improper Loading of Carriers.**

When grain is lost or improperly stowed after weighing, use one of the following procedures:

- (1) **Lost or Improperly Stowed Grain Replaced.** Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures or use qualifying statements on the certificate.

At the request of the applicant, a separate certificate (out) may be issued to account for the replacement grain, with remarks concerning the circumstances and reason for issuance.

Approved Statement for the Weight Loading Log.

"The net weight includes ____ pounds of grain replaced by the applicant for grain that was (improperly stowed, e.g., discharged into the river, spilled on deck, spilled on the dock)."

- (2) **Carrier Leaking After Loading Completed.** When a carrier is observed to be leaking after loading has been completed, place one of the approved statements below in the remarks section of the certificate, depending on whether or not the leak is repaired.

Approved Statements.

- (a) The leak is repaired before shipment: "An estimated ____ pounds of grain leaked from the carrier before the leak was repaired."
- (b) The leak is not repaired before shipment: "At the time of loading, the carrier was observed to be leaking grain from (terms to specifically describe location)."

NOTE: In both (a) and (b) above, in the net weight block on the certificate, record the actual weight at the time of loading.

- (3) **Lost or Improperly Stowed Grain Not Replaced.** When grain is lost or improperly stowed after weighing and is not replaced by the loading facility, use the following procedures, at the option of the applicant:

Option #1. Estimate the amount of grain lost or improperly stowed. If the applicant elects to have an export certificate without any qualifying statement, subtract the estimated amount of grain from the total net weight. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures or place a qualifying statement on the certificate.

At the request of the applicant, issue a separate certificate (out) to account for the grain not properly stowed, with remarks concerning the circumstances and the reason for issuance.

Approved Statement on Weight Loading Log.

"The net weight does not include an estimated (_____) pounds of grain that was (not properly stowed, e.g., discharged into the river, spilled on the deck)."

NOTE: For domestic movements, the statement above can be used on the certificate.

Option #2. Estimate the amount of grain improperly stowed. Enter appropriate remarks in the supporting logs and note the circumstances on the scale tape(s). Do not alter any original figures.

If the applicant elects to have an export certificate for all the grain officially weighed, place the following approved statement in the remarks section of the certificate.

Approved Statement on Official Grain Weight Certificate.

"The net weight includes an estimated ____ pounds that was not properly stowed."

- h. **Sacked Grain.** If a lot of sacked grain is offered for official checkweighing, sacks selected by official personnel must be weighed.

Determine the gross weight, tare weight, and net weight and enter them in the appropriate blocks of the certificate. Chapter 4, Checkweighing, details procedures on sample size and methods of selection.

If requested by the applicant, determine and show the average net weight per sack.

Approved Statement.

Required: "There are (number) sacks in the above identified lot. The estimated net weight is based on the average weight of a random sample of filled containers."


If Applicant Requests: "The average net weight per sack is (pounds)."

- i. **Sacked Grain Weighed After Filling on a Vehicle or Platform Scale.**
Sometimes, applicants have need of an Official weight certificate for lots already filled in sacks. (e.g., sacked grain being loaded into a container, then weighed on a vehicle scale). This is acceptable if qualifying remarks are made concerning the weight of the material weighed, other than grain. The word “estimated” may be omitted if the material other than grain is weighed.

Approved Statement.

“There are (number) sacks in the lot identified in this carrier. An estimated (number) pounds included in the net weight, is the estimated weight of the empty sacks, pallets, and shipping dunnage (or applicable).”

Exhibit X. Filled Sack Weighing

U.S. GOVERNMENT PRINTING OFFICE 1999-716-369			
FGIS-960 (6-95)	UNITED STATES DEPARTMENT OF AGRICULTURE FEDERAL GRAIN INSPECTION SERVICE	APPROVED OMB NO. 0580-0013 US-189951 ORIGINAL NOT NEGOTIABLE	
		U.S. GRAIN STANDARDS ACT OFFICIAL GRAIN WEIGHT CERTIFICATE	
Cedar Rapids, Iowa		May 27, 2000	
(ISSUED AT)		(DATE OF SERVICE)	
I certify that I am licensed or authorized under the United States Grain Standards Act (7 U.S.C. 71 et seq.) to weigh the kind of grain covered by this certificate and that on the above date the following identified grain was weighed under the Act, with the following results:			
IDENTIFICATION OF CARRIER (license no., carrier no., etc.): KMTU 2010773		LOCATION OF GRAIN Tri-County Stockdale, Joliet, Illinois	
REMARKS There are 682 sacks in the lot identified in this carrier. An estimated 112 pounds included in the net weight, is the estimated weight of the empty sacks, pallets, and shipping dunnage. Container, Seals applied: USDA, FGIS 192101, 192110		<input type="checkbox"/> IN 1 <input checked="" type="checkbox"/> OUT 2 <input type="checkbox"/> LOCAL 3 <input type="checkbox"/> EXPORT 4	
		<input type="checkbox"/> BOXCAR <input type="checkbox"/> TRUCK <input type="checkbox"/> BARGE <input type="checkbox"/> HOPPER CAR <input type="checkbox"/> SACKED <input type="checkbox"/> SEA VAN <input type="checkbox"/> UNIT TRAIN <input checked="" type="checkbox"/> Other (specify in remarks) <input type="checkbox"/> VESSEL	
		(X) KIND OF GRAIN 24 HOUR TIME (military time)	
		<input checked="" type="checkbox"/> CORN Started 05/27/00 0630 Finished 05/27/00 1430 <input checked="" type="checkbox"/> SOYBEANS	
		<input type="checkbox"/> WHEAT GROSS <input type="checkbox"/> SORGHUM 73,420 <input type="checkbox"/> BARLEY <input type="checkbox"/> FLAXSEED TARE <input type="checkbox"/> MIXED 27,940 <input type="checkbox"/> OATS <input type="checkbox"/> RYE NET WEIGHT (pounds) <input type="checkbox"/> TRITICALE 4 5 4 8 0 -- -- -- --	
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p style="font-size: x-small;">This certificate is issued under the authority of the United States Grain Standards Act, as amended (7 U.S.C. 71 et seq.), and the regulations thereunder (7 CFR 900.6 et seq.). It is issued to show the kind, class, grade, quality, condition, or quantity of grain, or the condition of a carrier or container for the storage or transportation of grain, or other facts relating to grain as determined by official personnel. The statements on the certificate are considered true at the time and place the inspection or the weighing service was performed. The certificate shall not be considered representative of the lot if the grain is transhipped or is otherwise transferred from the identified carrier or container or if grain or other material is added to or removed from the total lot. If this certificate is not cancelled by a superseding certificate, it is receivable by all officers and all courts of the United States as prima facie evidence of the truth of the facts stated therein. This certificate does not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act, or other Federal law.</p> <p style="font-size: x-small;">WARNING: Any person who shall knowingly falsely make, issue, alter, forge, or counterfeit this certificate, or participate in any such actions, or otherwise violate provisions in the U.S. Grain Standards Act, the U.S. Warehouse Act, or related Federal laws, is subject to criminal, civil, and administrative penalties.</p> <p style="font-size: x-small;">The conduct of all services and the licensing of personnel under the regulations governing such services shall be accomplished without discrimination as to race, color, religion, sex, national origin, age, or handicap.</p> </div> <div style="width: 35%; text-align: right;"> NAME OR SIGNATURE Martin Begley </div> </div>			